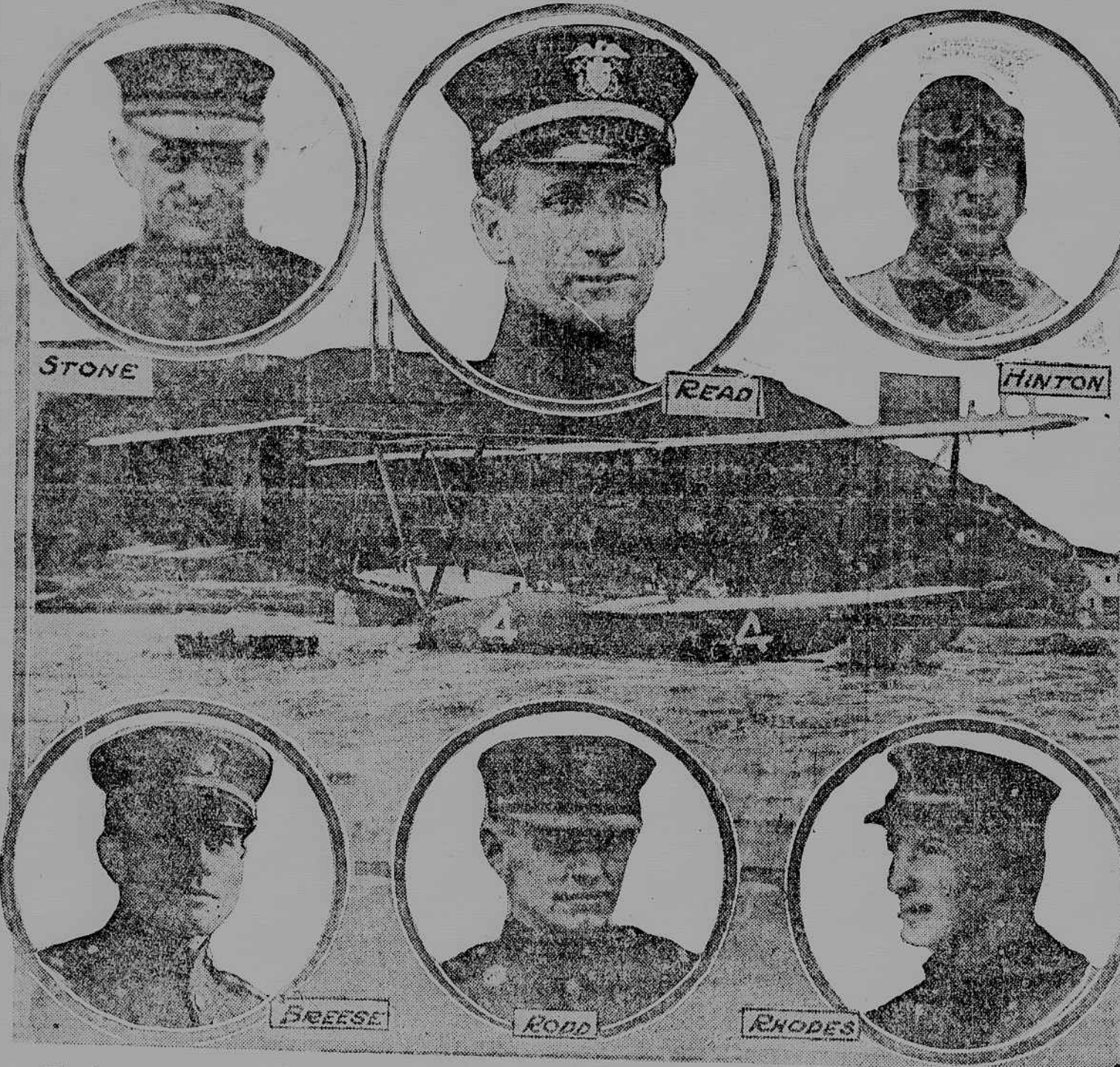
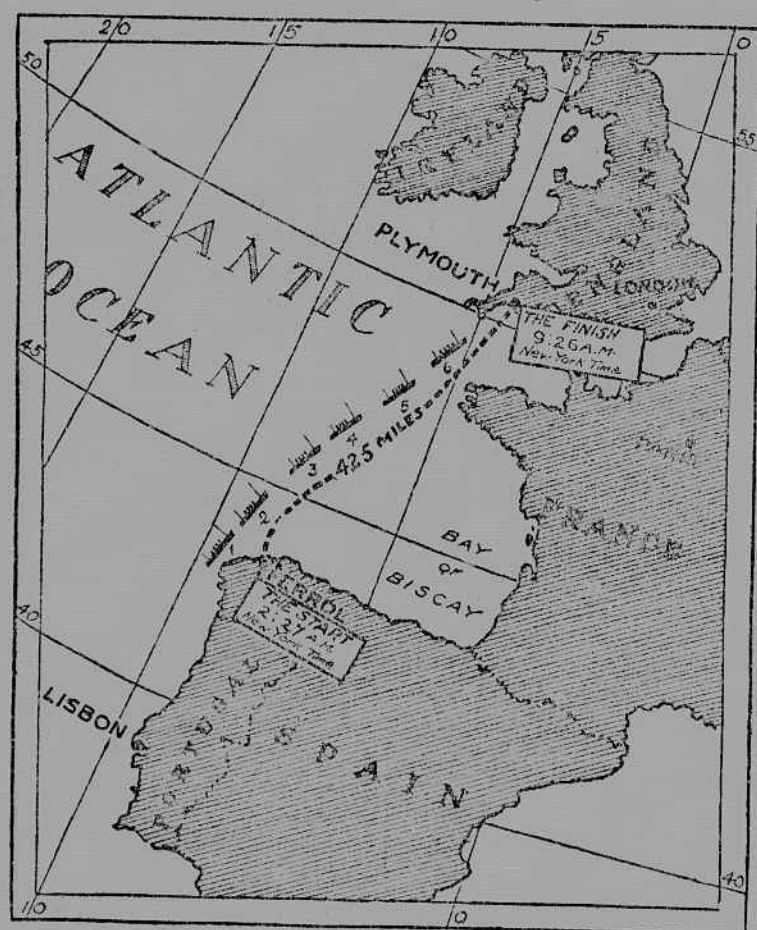


The Plane and Her Crew



This photograph of the NC-4 was taken at Horta, the Azores, after her flight from Trepassey Bay. The seaplane's crew includes Lieutenant Commander Albert Cushing Read, of Lyme, N. H., and Washington, D. C., navigator and captain; Lieutenant Elmer F. Stone, New London, Conn., first pilot; Lieutenant Walter Hinton, Dayton, Ohio, relief pilot; Ensign Charles Rodd, Cleveland, Ohio, radio operator; Chief Machinist's Mate E. S. Rhodes, Somerset, Penn., engineer, and Lieutenant James L. Breeze, jr., California, reserve pilot-engineer.

Finish of the NC Flight



The final leg of the transatlantic voyage of the NC-4, from Ferrol, Spain, to Plymouth, England, completed yesterday, is indicated on the map.

was an event which has proved to be a point in history of immeasurable interest. Mainly out of that small beginning a mighty people has sprung up, and to-day in most dramatic fashion their descendants have crossed back to us in a way never dreamed of by our forefathers, and quelling in self-life development and the greatest imagination of Jules Verne.

"While science has made their flight possible, the great note of the achievement is that it was the old spirit of daring, courage and enterprise which brought success. The world is ringing now, not only with your deeds but with the great exploit of Hawker and Grieve, whose skill and nerve are acclaimed by all and rank with your performance."

"I am satisfied that the events we are celebrating to-day are but the precursors of further great developments, and that your achievement will go down in history not only as a great triumph over the elements, but as tending to strengthen the relationship between the two countries."

"Your flight to-day brings our two great countries together in the warmest fellowship. Gentlemen, I salute you and welcome you to England."

Mayor Brown then shook hands and chatted with the crew, while the crowd, in true British style, gave three cheers and a tiger. At the Mayor's suggestion, the crew of the NC-4 stood with him on Mayflower Stone to be photographed.

The journey from the pier to the hotel, where the Americans were entertained to-night by the Royal Air Force, became a triumphal procession, the crowds cheering the NC-4 and her crew.

NC-4 Log Complete; Last Entry Made

New York Tribune Washington Bureau WASHINGTON, May 31.—The log of the last leg of the transatlantic flight, completed this morning with the arrival of the NC-4 at Plymouth, based on wireless and cable dispatches received at the Navy Department to-day, follows:

1:21 a. m., from Plymouth: "NC-4

Log of the NC-4

Date	Time	Movement	Eloped time	Distance in miles
May 8	10:00 a. m.	Left Rockaway.		
May 8	2:50 p. m.	Forced down off Chatham, Mass., on account of engine trouble.	4 50	211
May 14	9:25 a. m.	Left Chatham.		
May 14	1:16 p. m.	Arrived Halifax.	3 51	350
May 15	8:52 a. m.	Left Halifax.		
May 15	9:22 a. m.	Landed Storey Head to repair oil and gas lines.	30	26
May 15	11:47 a. m.	Left Storey Head.		
May 15	5:41 p. m.	Arrived Trepassey.	5 54	434
May 16	6:07 p. m.	Left Trepassey.		
May 17	9:20 a. m.	Arrived Horta, Island of Fayal, Azores.	15 13	1,200
May 20	8:45 a. m.	Left Horta.		
May 20	10:25 a. m.	Arrived Ponta Delgada.	1 40	150
May 27	6:13 a. m.	Left Ponta Delgada.		
May 27	4:02 p. m.	Arrived Lisbon Portugal.	9 44	800
May 30	1:20 a. m.	Left Lisbon.		
May 30	5:38 a. m.	Forced down on Mondego River for repairs; took air again.	4 18	100
May 30	12:35 p. m.	Landed at Ferrol, Spain.	6 59	250
May 31	2:27 a. m.	Left Ferrol.		
May 31	9:26 a. m.	Arrived Plymouth, England.	6 59	425
Total distance covered, 3,946 miles.				
Total flying time, 59 hours 56 minutes.				

tion of utmost value gained thereby. Has department any further instructions?"

Flight Over Pole Halts for Money

The Roosevelt Memorial Arctic Expedition, which was to have started in June for extensive Arctic exploration, including a flight across the top of the world, seems doomed for lack of financial backing.

Captain Robert A. Bartlett, commander of the Arctic ship "Roosevelt" in both the Peary expeditions to the North Pole, and captain of the Karluk in the Macmillan Relief Expedition, had made all the arrangements for the expedition. At the eleventh hour, however, it appears that his preparations will have been in vain.

Captain Bartlett regretfully admitted this fact yesterday, although he said there was still just a chance that the expedition might start next month. He declared positively, however, that he would not undertake it as a half measure.

The expedition, as originally planned and announced by the Aero Club of America, was organized for the following purposes:

- 1.—To explore as much as possible of the 1,000,000 miles of unexplored Arctic polar regions.
- 2.—To fly across the top of the world from Cape Columbia, on the American side, to Cape Chelyuskin, on the Siberian side.
- 3.—To conduct extensive soundings in the Polar Basin and collect flora and fauna from the ocean bottom.
- 4.—To send up sounding balloons and explore the upper air of the polar regions, gathering meteorological data, and ascertain, as far as possible, whether polar air currents affect the weather in different parts of the world.

It was also planned that any land discovered in the regions to be explored by aeroplanes was to be named after the late Colonel Roosevelt, as "Roosevelt Land."

"There is a chance that as a result of the successful flight of the naval seaplane financial backing for the undertaking will be forthcoming," said Captain Bartlett yesterday in rueful tones, "but the outlook for this year is not very promising."

Early Start Is Necessary

"To be successful we should start in our ship early next month in order to be in the Arctic regions by the time the good weather starts. There is only six weeks of fair weather in those regions during July and August, and it would be folly to start later."

"We have made all our plans. The expedition was to consist of ten men altogether, including young pilots who have seen service in the war. In addition to flying over the North Pole, they would have undertaken exploration flights in the undiscovered Polar Basin."

"This would be much better than sleigh parties, as the airplane would be able to fly from one patch of open water in the ice to another. The main fact about these open leads in the ice is that the water is always calm."

"To be a success the expedition

POOR LUCULLUS

One cannot help having a feeling of regret that Lucullus, the gastronomic prince, never had an opportunity to titillate his gargantuan palate with

WHITE ROCK GINGER ALE

We believe it to be the best drink of its kind.

It is made from the unsurpassed mineral water **White Rock**

Every first class place will serve it.

the day went on. We set up a cheer when we saw the sands of Portugal. "Now we want to get to Plymouth as soon as possible."

130-Mile Sopwith Thrills Congress

Tests at Atlantic City of Parachute Delivery of Mail Prove Success

Special Correspondence ATLANTIC CITY, May 31.—Lieutenant Alan Clark, late of the Royal Air Force, thrilled throngs at the Atlantic City airport this afternoon in a Sopwith "camel" scout machine, tearing through space at 130 miles an hour, as one of the final tests of different types of machines for commercial purposes.

Continued on next page

Bidding

PARIS 5TH AVE. AT 46TH ST. NEW YORK

"THE PARIS SHOP OF AMERICA"

Begin tomorrow their

FIRST SALES OF THE SEASON

Involving special groups of SMART APPAREL at considerably reduced prices

Fashionable Tailored Suits Formerly to \$125...at \$45-\$65

Unusually smart styles suitable for Town and Country—groups are arranged for prompt disposal and values offered are very unusual.

Street and Afternoon Dresses Formerly to \$125...at \$50-\$65

A variety of attractive models in serge, tricotine, satin, taffeta, foulard, Georgette crepe and chiffon.

Smart Coats and Cape Wraps Formerly to \$125...at \$50-\$75

Of tricotine, twill, tricolette, satin and bolivia cloth, developed in the fashionable new effects, including draped styles.

Separate Skirts

Formerly to \$45...at \$25-\$35

Of fashionable wool plaid materials and novelty silk weaves in plain or striped styles suitable for all manner of sports wear.

Tailored and Semi-Dress Blouses

Formerly to \$35...at \$12-\$18

Of Georgette crepe and satin in light and dark shades, lace trimmed, frilled and embroidered.

Street and Sports Hats

Formerly to \$30...at \$10-\$15

A large selection of smart styles grouped for immediate clearance.

Remaining IMPORTED MODELS, consisting of GOWNS—WRAPS—SUITS AND HATS are now reduced to about ONE-HALF their former prices.

NC-4 is in better condition than when she began her flight. Furthermore, the experience gained by all of the NC-4's navigators and pilots, would prove of inestimable benefit should the return flight be attempted.

There was wonderful interest in to-day's flight, although it was eclipsed by the previous flights of this seaplane, for in the opinion of the American naval officers and the British public generally the NC-4 reached the peak of her great adventure when she spanned the Atlantic at Lisbon. This stage of the journey was regarded by airmen chiefly as a "side show" to attest the firm friendship which the war has cemented between this country and the United States.

Britons Applaud Feat

The pride felt by Americans in the extraordinary feat of the NC-4 finds echo to-night in genuine admiration expressed by British naval men and airmen for the crew's skill and pluck and the well-worked-out plans of the American navy to facilitate and safeguard the flight.

Early in the morning, when word was flashed that the NC-4 had started on the final leg of her journey, a heavy rain was falling, but shortly after noon the skies cleared and ideal conditions prevailed.

The NC-4 flew in rain and fog through the Bay of Biscay, and fog also was encountered off Brest, compelling the plane to keep at a low altitude.

Although news of the progress of the craft was passed along by warships stationed on the way it was not until noon that word was received from Commander Read himself. His message merely reported his position.

Mayor Greets Aviators

In his first greeting to Commander Read and his men, the Mayor of Plymouth said:

"It is with profound gratitude that I here to-day on behalf of old Plymouth, from which the Mayflower sailed three hundred years ago, welcome you after your tremendous and wonderful flight over the waters separating us. I think I can speak with the voice of England in expressing great admiration for your achievement and in welcoming to these shores our American cousins."

The NC-4 appeared suddenly out of the haze at 2:26, summer time. After circling over the harbor she dropped gracefully toward the Cove, alighting near the buoy prepared for her at 2:26. The great crowd on the harbor front cheered heartily and cried out their whistles in noisy welcome.

The seaplane when sighted was flying high and leading an escort of three flying boats. Her enormous size, dazzling lines and the escorting planes, left no doubt of her identity. While the thousands of spectators yelled themselves hoarse, the flying boats dropped very lights, and a fleet of small-boats rushed to greet the Americans.

The captain's gig from the mine layer Aroostook proceeded to the NC-4 as the latter taxied up to her berth, where she quickly made fast. It was a perfect landing. As her crew was being taken off by the boat from the Aroostook for recreation on the Rochester the British flying boats went into the Coteauwater and drew up alongside the NC-4.

Harbor a Brilliant Spectacle

A strong west wind was blowing when the NC-4 came in. The inner harbor was calm, however, and presented a fine setting for the brilliant picture as viewed from the densely crowded slopes of Plymouth's celebrated playgrounds, the Hoe.

The haze hanging over the sound obscured visibility, and it was not until the NC-4 was over the harbor that her presence became known.

It had been expected that the American flier would arrive at a little before 2 o'clock and some anxiety was felt when that hour passed. Once flying boats which had been scouting out as far as the Eddystone Light, fourteen miles away, returned to the harbor and a false alarm was raised that the NC-4 had arrived.

The American naval base received seventy telegrams to-day directed to

PEDIFORME

Growing Feet

Little toes like to wiggle when they're growing. It's cruel to cramp them, and retard their growth with shoes that don't fit.

In Pediforme Scientific Shoes, kiddies' feet have room to stretch and grow, and yet they are given the support necessary to the development of healthy, shapely feet.

Pediforme Shoes for men and women too, at the price of ordinary shoes.

The Pediforme SHOE Co 36 West Thirty-sixth Street

BORICLOR TOOTH PASTE

Whitens the teeth, heals the gums and prevents pyorrhea. Prescribed by dentists.

MADE BY THE MAKERS OF BORINE Best Antiseptic Mouth Wash

THE CASCADES

ATOP THE BILTMORE

Opens Tuesday, June 3rd

MONSIEUR MAURICE AND FLORENCE WALTON

have returned from Europe and will have charge of the dancing

Tables should be engaged in advance

JOHN McE. BOWMAN, President